

MONTANA AERONAUTICS COMMISSION



Volume 14, No. 7

September, 1963

James H. Monger Promoted To Assistant Director



James H. Monger began working for the Montana Aeronautics Commission in 1959 as an airport engineer and was promoted to Chief of Airports Division in 1961. Through his conscientious administrating of the Airports Division, the program has been greatly expanded, taking several major projects from drawing board to dedication, with 19 under construction at the present time and 31 in the drawing board stage. His record clearly shows that Jim is capable and deserving of his recent promotion to Assistant Director.

Jim worked his way through college as an airport maintenance man

at Gallatin Field near Bozeman. He attended Western Montana College of Education in Dillon, Montana; Montana State College in Bozeman and graduated from Montana State College's School of Engineering in 1958.

Jim served from 1952-1956 in the 163rd Infantry Division in an Intelligence and Reconnaissance Platoon and was discharged a sergeant.

When not busy at his office in the Aeronautics Commission Building, Jim is flying around the state checking, appraising and surveying the existing airports, their improvements and conditions and the proposed sites for new airstrips.

Jim resides with his wife Patricia, and five children, Debra, 8; Douglas, 7; Stanley, 4; Colleen, 2; and Gregg, 6 months; at 29 South Alta Street.

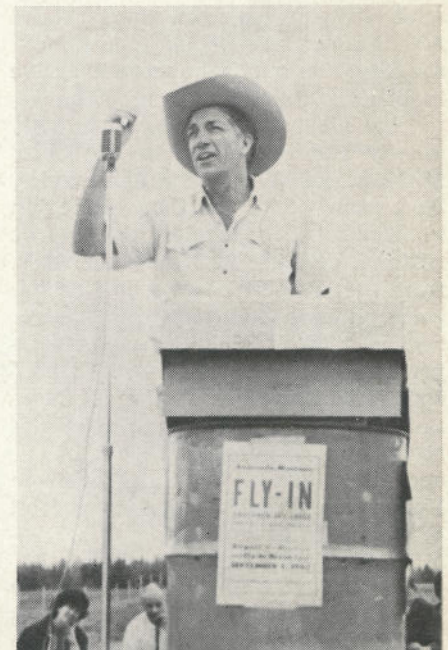
HALABY APPLAUDS MAC AND MPA

To those around the state that were unable to attend the Polebridge Fly-In and Dedication Ceremonies this will give you an idea of the program you missed . . .

Those of you who did attend know that we can't describe the scenery nor the pleasant, congenial atmosphere but know that it was a real "Success" and we wish to thank all of you for helping make it so.

Speaking at the Fly-In Dedication Ceremonies on August 18 at Polebridge, Najeeb Halaby, Administrator for the Federal Aviation Agency in

Washington, D. C., commended the Montana Aeronautics Commission and the Montana Pilots Association for the initiative, planning, work and cooperation in the "carving out" of the Polebridge airport. Mr. Halaby continued to say that although this particular airstrip was not financed by the Federal Aviation Agency in any way, it had been planned and



Halaby presenting his dedication address.

executed to the pattern of the FAA's new criteria for VFR General Aviation strips. He emphasized their de-

(Continued on Page 3, Col. 1)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

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Charles A. Lynch, Director

Herb Jungemann, Chairman
Gordon Hickman, Vice Chairman
Walter Hope, Secretary
E. B. Cogswell, Member
Clarence R. Anthony, Member
Carl W. (Bill) Bell, Member
Jack R. Hughes, Member



DIRECTOR'S COLUMN



On Monday, August 19, three members of the Montana Aeronautics Commission, Director Lynch, Assistant Director James H. Monger, and Chief Pilot William Wyman along with five officials of the Federal Aviation Agency Region Office, Kansas City, Missouri, who were to arrive in Billings that afternoon for an extensive airport and navigational aid survey and inspection of the State of Montana. With Montana having been assigned to the Central Region in Kansas City under the FAA's regional division in November, 1962, from the Western Region in Los Angeles, it was felt that the central region officials should have a comprehensive survey and first-hand inspection of a cross section of Montana airports while making a brief study of navigational devices in the area. The officials for the FAA from Kansas City making the tour were: William C. Knoepfle, Airports Division; E. W. Anderson, Chief Engineer; W. V. Butcher, Operations Branch; Allan Glass, Installation Division; and Gene Balahowski, Air Space Division.

Following a late afternoon arrival in Billings, the group made inspections on Red Lodge, Livingston and Bozeman, including an over-flight at Laurel. Tuesday morning, August 20, following take-off from Bozeman, in-



Members of the MAC staff and FAA officials about to embark on another leg of Evaluation Tour. Left to right: Monger, Balahowski, Lynch, Glass, Pearson, Knoepfle, Butcher, Wyman and Anderson.

spections were made at Deer Lodge, Anaconda, Butte, Dillon, West Yellowstone, and into Helena with over-flights of Three Forks, Boulder, Twin Bridges, Ennis, while enroute. Following an early morning departure from Helena on Wednesday, August 21, inspections were made at: Lewistown, Glasgow, Malta, Havre, and Great Falls, including over-flights of White Sulphur Springs, Moore, Fort Peck, Hinsdale, Harlem, Chinook, Big Sandy, Fort Benton, and Carter.

Thursday, the 22nd, included inspections of Augusta, Cut Bank, Kalispell, Missoula, with a return to Helena, including over-flights at Choteau, Valier, Browning, East Glacier sites, Polebridge, Columbia Falls, Polson, Rock Creek, and Lincoln.

August 23rd, Friday morning, following an inspection of Helena facilities, takeoff was made on the final leg of the tour, including inspection stops at Harlowton, and Billings, with over-flights at Canyon Ferry, Townsend, and Ryegate.

With Montana the only State in the 11-state area of the central region incorporating high-country mountain airports, it was deemed important that various problems, both construction and navigation-wise, relative to aeronautical developments here in Montana, should be brought to the attention of the Central Region officials. It was arranged so landings were made on airports from 6700 feet above sea-level down to 2900 feet

above sea-level. The tour included the use of runways, from 8700 feet of blacktop to 3400 foot turf runways. It was possible in the short period of time allotted for this tour to inspect actual work under construction at ten different airports ranging in size from the administration building construction in Dillon for Beaverhead County; the heavy earth-moving project at West Yellowstone, to the seal-coating operations being conducted at Glasgow, Havre and Kalispell. It was felt that substantially greater period of time could have been devoted to a more comprehensive survey at each location, and more detailed discussions held with local officials at each point, as it was necessary to schedule the relatively heavy workload into a period of 4½ days due to the limited time available, considering this large of a group from Kansas City. All officials making the tour felt that much was accomplished in gleaning a more definite picture of the Montana airport and navigation facility program, thereby becoming more familiar with the general terrain and weather problems facing Montana pilots and the aviation industry in general. Additional tours are planned in subsequent years to keep abreast of Montana's fast growing aviation industry problems and developments. The 2,000 mile tour was accomplished in the Commission's Beechcraft Queenaire and Cessna Skywagon, flown by Chief Pilot Wyman, and your Director.



Halaby debarking from Commission's Queenaire on arrival from Great Falls.

sire to build a program of Service and Safety—the placing of airstrips for convenience and safety for the small aircraft pilot, who now, far outnumber the military and the airlines.

A number of Montana Aviation Organizations and FAA Division Officers were represented at the ceremonies: The Montana Aeronautics Commission by Commission members, E. B. Cogswell, Clarence R. Anthony, Carl W. (Bill) Bell and Jack R. Hughes; Aeronautics Commission officials, Mr. Charles A. Lynch, Director; James Monger, Assistant Director; Kenneth D. Beyer,



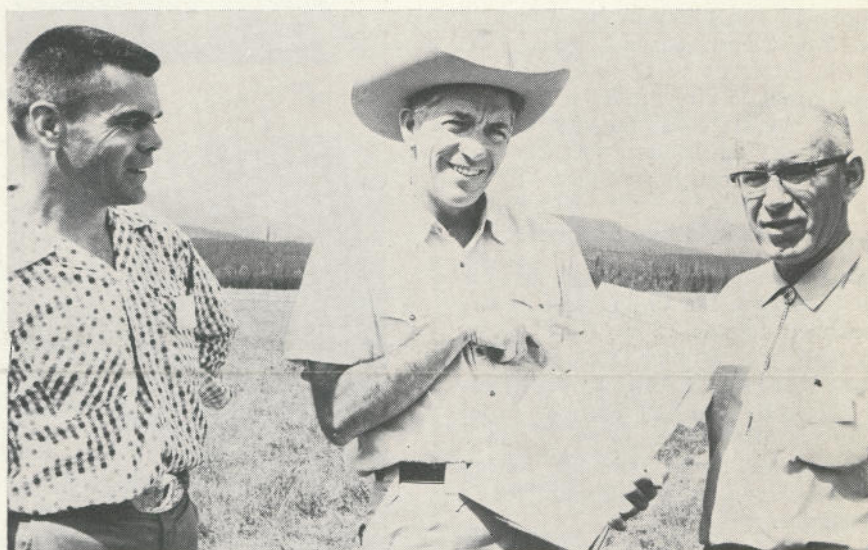
Bill Bell, MAC Commissioner, acting as Master of Ceremonies.

Commission Attorney; William Wyman, Chief Pilot; Mary Jo Janey, Aviation Education Supervisor and numerous members of the staff; the Montana Pilot's Association by President Russ Lukens, his wife and association members from all points around the state; the FAA GADO office in Billings by Fritz Lueneburg; Great Falls' FAA was well represented by Mr. Loren Foot, Chief of RAPCON, Mr. Lee Ward, Chief of the Flight Service Station and Mr. Chuck Irwin, Chief Great Falls Center; from Missoula were Emil W. Olson, Chief of Flight Service Station and Dave Sellegren, Missoula Tower Chief. From Helena came Mr.

Art Kurth, Safety Inspector for the Helena GADO, Mr. Glen Childs, tower, and Wes Pearson, District Airport Engineer.

The National Park Service was represented by Mr. H. L. Bill, Superintendent of the Glacier National Park and his Assistant Jack B. Dodd and Howard Parr, District Ranger. Mr. Alex Sample, President of the Kalispell Chamber of Commerce and Mr. Don Hummel of Glacier Park Inc., journeyed to Polebridge for the occasion.

The Dedication began with a welcome from Dave McFarland, owner of the Quarter Circle MC Ranch who introduced Commission member Bill



Halaby shows Density Altitude Chart received from Director Lynch to MPA President Lukens.



A portion of crowd attending the dedication ceremonies.

Bell from Glasgow, who acted as Master of Ceremonies. Mr. Bell opened the ceremonies with the Invocation and introductions of several dignitaries and representatives from various organizations. He was followed by Mr. Russ Lukens and Mr. Lynch, each giving their welcome to those attending and expressing appreciation for the cooperation they had received. Mr. Monger then gave a short resume of the acquisition, building and completion of the airstrip. Following Mr. Halaby's talk an informal question and answer period was held.

The Dedication Ceremonies were preceded by a Fly-In breakfast at the McFarland Quarter Circle MC Ranch, adjacent to the airstrip; the event drew 55 aircraft from 23 cities around the state—as far east as Billings; west as Libby; northeast as Glasgow and south as Dillon. There were 175 people who attended, many accompanied by their children.

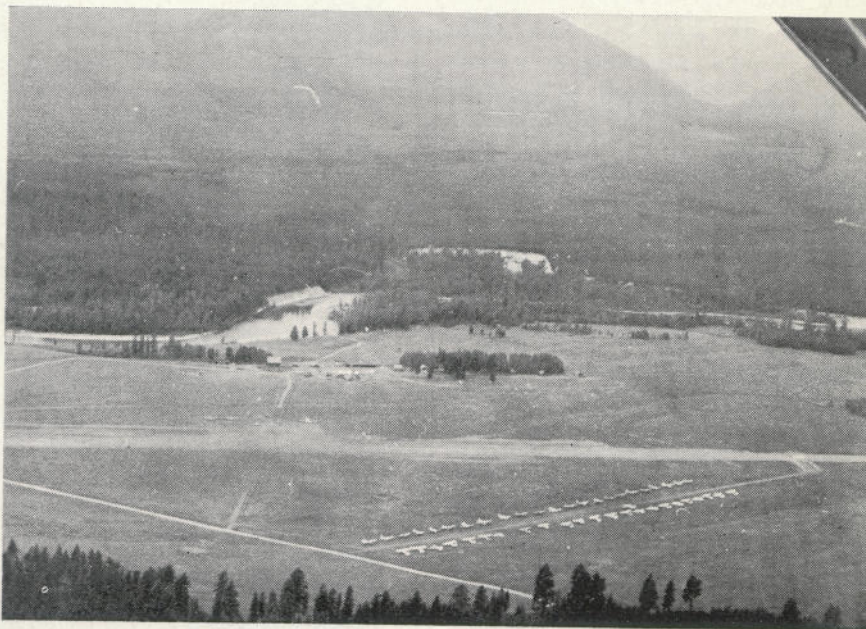
Mr. Halaby, accompanied by his son Christian, his Chief Pilot of the Lockheed Jetstar, C. R. "Tex" Melugin and son Jimmy Melugin, was flown from Great Falls to the Quarter Circle by William Wyman, Chief Pilot for the Aeronautics Commission and Mr. James Monger, Assistant Director, in the Commission's Queenaire.



MAC's Ed Granger was kept busy on Unicom as he conversed with the landing aircraft. Was a job well done!



Foot, Childs, and Monger.



AERIAL PHOTO of strip and McFarland's Ranch showing 55 parked aircraft.



Mr. Halaby holding informal "Chin Fest", following dedication ceremonies.

UP AND LOCKED

Returning from my airborne trip
I homeward turn my trusty ship
Until at last the field I spy:
My refuge from an angry sky
I scorn the printed check-off list
(What pilot's mem'ry ever missed?)
Some trim; full rich; select main tank;
Now turn off base with gentle bank
Propeller low; full flaps; carb heat;
I wait for wheels and turf to meet
And wait . . .

and wait . . .

and wait . . .

USAIG Airkair Bulletin

Aviation Medical Examiners In Montana

Big Timber

Standish, Dr. Vernon D., Box 887,
127 McLeod St.

Billings

Caraway, Dr. Herbert T., 1231 N.
29th St.

DeGroat, Dr. Charles H., 810 High-
wood Circle

Goulding, Dr. Allan L., 2802 Ninth
Avenue N.

Mohs, Dr. Frank R., 2802 Ninth
Avenue N.

Morrison, Dr. James D., 1241 North
Broadway

Nelson, Dr. Richard C., 412 North
Broadway

Smalley, Dr. Raymond E., 1231
North 29th Street

Bozeman

Cheever, Dr. Donald H., Montana
State College

Purdey, Dr. Edward J., Montana
State College

Sabo, Dr. Francis I., 104 East Main
Vadheim, Dr. Albert L., 111 S.
Tracy Avenue

Visscher, Dr. Paul H., 28 North
Black Street

Butte

Plett, Dr. John V., 9 East Park St.
Thometz, Dr. Robert W., 9 East
Park St.

Chester

Buker, Dr. Richard S., Jr., Liberty
County Hospital

Chinook

Leeds, Dr. Robert H., Box 767
McCannel, Dr. Wilfrid A., 128 In-
diana

Columbus

Swanson, Dr. Clarence H., Jr., Still-
water Clinic

Conrad

Cannon, Dr. Porter S., 416 S. Main
Street

Hamilton, Dr. Robert S., Box 997

Cut Bank

Markette, Dr. James R., 140 S. Cen-
tral, Box 196

Sletten, Dr. Robert E., Box 338,
Bank Block

Waller, Dr. George D., Box 998,
Bank Block

Dillon

McLaren, Dr. Richard H., Beaver-
head Clinic

Ekalaka

Musser, Dr. Richard E.

Glasgow

Haubrick, Dr. Paul W., Highway 2
East, Box 672

Scharnweber, Dr. Henry C., 1009
Sixth Avenue N., Box 408

Smith, Dr. Philip A., Box 672

Glendive

Chambers, Dr. Richard O., 1312 N.
Meade Avenue

Malee, Dr. Thomas J., 509 N. Mer-
rill

Great Falls

Allred, Dr. Ivan A., 503 First Ave-
nue N.

Bulger, Dr. James J., College Park
Medical Center

Crago, Dr. Felix H., 1220 Central
Avenue

Davidson, Dr. Robert C., 1220 Cen-
tral Avenue

Gerlach, Dr. William B., 504½ Cen-
tral Avenue W.

Holzberger, Dr. Robert J., 501 First
Avenue N.

Keenan, Dr. Thomas M., 501 First
Avenue N.

McGregor, Dr. John F., 301 Ford
Building

Person, Dr. Waldemar N., 1220 Cen-
tral Avenue

Hamilton

Tefft, Dr. C. C., 307 State Street

Havre

Axley, Dr. Albert W., Havre Clinic
Franken, Dr. N. A., Medical Arts
Building

MacKenzie, Dr. Duncan S., Jr., 301
Fourth Avenue

Helena

Burgess, Dr. John R., 820 N. Mon-
tana Avenue

Hawkins, Dr. Thomas L., 555 Ful-
ler Avenue

Little, Dr. Amos R., Jr., 820 Mon-
tana Avenue

Jordan

Farrand, Dr. Brownlow C., Main
Street

Kalispell

Ferree, Dr. Virgil D., 221 First Ave-
nue E., Box 530

Hensler, Dr. Eugene C., Sunset
Blvd. and Nevada St.

Wright, Dr. G. Byron, 740 Main St.

Laurel

Calvert, Dr. Matthew W., 14 First
Avenue, Box 427

Lewistown

Fraser, Dr. Joseph P., 119 E. Main
Street

Gans, Dr. Paul J., 119 E. Main St.

Livingston

Walker, Dr. Robert E., 114 North
Second Street

Miles City

Campodonico, Dr. Lawrence A., 6
N. Seventh Street

Cutler, Dr. Royal S., 210 S. Win-
chester

Harlowe, Dr. H. D., 6 N. Seventh
Street

Stickney, Dr. Edwin L., 2000 Clark
Winter, Dr. Malcolm D., Sr., 6 N.
Seventh Street

Winter, Dr. Malcolm D., Jr., 6 N.
Seventh Street

Missoula

Brooke, Dr. Charles P., Fifth Street
& Orange

Turner, Dr. Allan P., 235 East Pine
Street

Plentywood

Messinger, Dr. Harold R., 501 W.
Highland Avenue

Stoner, Dr. Gaylen J., 120 East
Second Avenue N.

Polson

Benkelman, Dr. Ward E., 201 Main
Street, Box 1450

Roundup

Davis, Dr. David R., 20 11th Ave-
nue W.

Scobey

Fitz, Dr. Merle D.
Norman, Dr. Clyde H.

Shelby

Stanchfield, Dr. Robert F., 925 Oil-
field Avenue

Sidney

Danner, Dr. William B., 602 S. Lin-
coln Street

Swenson, Dr. Oscar A., 222 Second
Avenue SW

Townsend

Nash, Dr. Francis P.

Whitefish

McIntyre, Dr. Bruce C., Whitefish
Clinic, 7th & Park

Miller, Dr. Wilfred S., Whitefish
Clinic, 7th & Park

Wolf Point

Knapp, Dr. R. D., 226½ Main St.

FOOD FOR THOUGHT

Those who complain about how
the ball bounces are usually the
ones who dropped it.

FOR SALE: Cessna 140 — 660 hours since
MOH, C-85, fresh annual, low frequency
radio, 1 year fabric on wings, large tires,
primary panel, polished aluminum & ma-
roon. Clean in every way. Quick sale —
\$1,995.00. Ray Sammons, 1207 Gopher, Boze-
man, Montana.

FOR SALE: 1947 Aeronca Champ. 7AC—
65HP—500 hours TT on craft. Original fab-
ric. Always hangared. Contact Howard Strat-
ton—Seaver Park, Helena, or phone 442-
1929.

FOR SALE: 1958 Piper Comanche, Super
Custom. Approximately 200 hours since MO.
Excellent condition. Contact Hatch Motor
Company, Cut Bank, Montana or phone
938-2861.

I.N.A.C. To Meet In Canada September 15-17

The International Northwest Aviation Council will hold its annual meeting in Alberta, Canada, September 15th, 16th, and 17th. The INAC, the oldest aviation organization in the Northwest is composed of representatives of the Aviation Industry from Montana, Oregon, Washington, Idaho, North Dakota and Alaska; the Yukon Territory and the provinces of British Columbia, Alberta and Saskatchewan.

In urging all members of the Aviation Industry to attend this meeting we specifically include Montana Airport Board Members, Fixed Base Operators, County Commissioners, Airline Executives, Private Pilots, City Officials, Airport Management representatives and State Officials.

During the three full days informative clinics, addresses, forums and panels are scheduled. Appearing on the panels from the Montana Aeronautics Commission will be Charles A. Lynch, Director, appearing on the Search and Rescue Panel; James Monger, Assistant Director on the Airport Management Panel and Frank Wiley, Commission Advisor will appear on the Antique Aircraft Panel. A panel on Third Level Air Carrier will also be held.

Appearing on the noon luncheon program of the 16th, will be Gordan Hornby, President of Yellowknife Pilots Association N.W.T., with Bill Watts, INAC's Canadian Vice President acting as Master of Ceremonies.

At the Canadian Night Banquet, September 16th, Hugh D. Cameron, President of Air Transportation Association of Canada will be the main speaker with INAC President S. R. McMillan, from Edmonton, Alberta, Master of Ceremonies.

Main speaker for the luncheon of the 17th will be Harry A. Carter, Manager of Market Research and Operation Analysis in the Transport Division of Boeing Airplane Company. American Vice President of the INAC, Hugh "Bud" Kelleher, Manager of the City-County Airport in Helena, will be the Master of Ceremonies.

The featured speaker of the American Night Banquet, the 17th will be James V. Bernardo, Director, Education Program Division of the National Aeronautics Space Administration. Mr. Bernardo was at one

time special assistant to the Administrator of the CAA and was responsible for their program of Air Age Education. He is the author of "Aviation in the Modern World" and numerous articles published in professional journals. Acting as Master of Ceremonies will be Thomas Murphy, Western Air Line Executive.

INAC's Secretary, D. R. Jacox from Edmonton, Alberta will be participating in the three day event.

SPECIAL NOTE: Helena, Montana will be the location for the 1964 **International Northwest Aviation Council Convention.**

Four-State Pilot's Clinic & Fly-In To Be Held In Spokane

A four-state pilot's clinic and fly-in will be held in Spokane, Washington September 21st and 22nd. The event is being sponsored by the Spokane's Chamber of Commerce Aviation Committee; the Spokane Businessmen's Pilot Association; Spokane Chapter of the Air Traffic Control Association and the Eastern Washington Chapter of the 99's.

The Fly-In will be at Felts Field in Spokane and the Clinic will be held at the Army Air National Guard Hangar (located at the west end of the terminal building line). Headquarters for out-of-town visitors will be the Ridpath Hotel.

An Aviation Dinner Dance will be held on Saturday evening, September 21st with the main speaker being Mr. Oswald Ryan, former CAB Chairman. (Coat and tie—formal dress not necessary.) The proceeds of this event will be used to establish the "Conger Aviation Education Fund" in the memory of one of the Spokane Tower's controllers.

Speakers on the 22nd will include: William J. Schulte, FAA Assistant Administrator for General Aviation Affairs; Joseph Tippets, Director of the FAA's Western Region and the State Aeronautics Directors from Washington, Oregon, Idaho and Montana.

We urge all Montana pilot's to attend this Four-State Fly-In and Clinic, as it presents an excellent opportunity to acquire a better insight into aviation, not only at the state level, but also the national and international levels.

Most of us have often regreted our speech, but seldom our silence.

Operator's Corner

The Montana Maintenance Operations have a new addition located at Hamilton.

OPERATOR: Merle V. Prusia.

OPERATION: Valley Aviation.

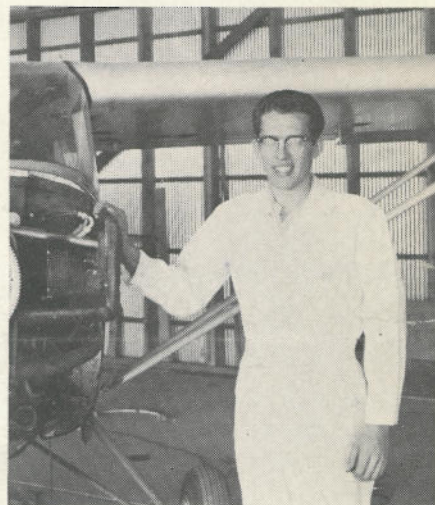
LOCATION: Hamilton City-County Airport, Custom-Aire Flying Service Building.

SERVICES: Aircraft Maintenance.

OPEN: Sundays through Fridays.

QUALIFICATIONS: Rated Airframe and Powerplant Mechanic. Two years study at Spokane Technical & Vocation School. Bush Plane maintenance in Alaska. Three years as A & P mechanic at Pearson Airport, Vancouver, Washington.

Merle and his wife Eleanor have one daughter, Laurie Jo, age 6 years.



MERLE PRUSIA

REMINDER 360° RATING CLINIC

Montana AOPA 360° Rating Clinic, Billings, Montana, September 19-21st. Detailed brochures containing registration forms have been mailed. If you have not received a brochure notify the Aeronautics Commission and one will be forwarded to you immediately.

Please make your checks for registration payable to: MONTANA AOPA CLINIC.

Return your registration form and registration fees to: Montana Aeronautics Commission, P. O. Box 1698, Helena, Montana.

Refunds for necessary cancellations will be made if notice of cancellation is received by September 10th.



CALENDAR

September 1 — Anaconda — Dedication of Edmund Harrison's new Anaconda Airport and Sky Lodge Motel.

September 11 — Helena — Montana Aeronautics Commission meeting.

September 14-20 — Seattle, Washington — 1963 National Parachuting Championships and 1964 U. S. Parachute Team tryouts at Seattle Skyport (near Issaquah, Approx. 12 miles east of Seattle, Washington on Hiway U.S. 10). Sponsored by the Parachute Club of America and hosted by Seattle Skyports, Inc., in cooperation with the Seattle and Issaquah Chambers of Commerce. The 1963 United States National Parachute Champions and the selection of the top candidates to train for the 1964 team to represent the United States in the 7th World Sport Parachute Championships in West Germany, August of 1964. (For further details, write Parachute Club of America, P. O. Box 409, Monterey, California.)

September 16, 17, 18—Alberta, Canada — International Northwest Aviation Council (Check article for details).

September 19, 20, 21 — Billings — Montana AOPA 360° Rating Clinic (Check Article Reminder).

September 21, 22 — Fort Peck — Montana Pilots Association Annual Fly-In; with headquarters being at the Fort Peck Hotel. Plans are being "shaped-up" and President Russ Lukens assures us there will be plenty of activities and fun during this two day event. Be sure to mark your calendars for the 21st and 22nd. Detailed information will be released by the MPA office in the near future.

September 21, 22 — Spokane, Washington — Air Traffic Control Association meeting—Four State Conference (Check article for details).

September 25 — Helena — Planning Conference for 1964 Workshops.

September 29 — Dillon — Fly-In Breakfast and Dedication of the new Dillon Airport. Breakfast, 8:00 a.m.; Dedication Ceremonies, 11:00 a.m.; Air Show, 12 noon. (Check your local

newspapers for further details).

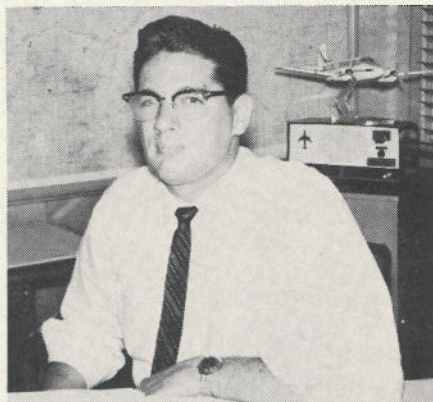
October 4, 5, 6 — Bozeman — Flying Farmers & Ranchers Convention (Check article for details).

October 7, 12 — Phoenix, Arizona — National Association of State Aviation Officials annual convention.

99's Air Race Cancelled

Due to unforeseen circumstances the Montana Chapter of the 99's regret to announce that their Big Sky Race scheduled for September has been cancelled.

KENNETH D. BEYER COMMISSION ATTORNEY



Kenneth D. Beyer is a recent newcomer to the Montana Aeronautics Staff.

Ken attended the University of Illinois; Purdue University and received his BA Degree at Illinois Wesleyan University in 1952. In 1959, Ken returned to school to obtain his Law Degree at Montana State University.

After receiving his BA and before taking up the practice of law, Ken was employed by the Great American Insurance Company and the Continental Assurance Company in Chicago. From 1955 to 1962 he was Mountain States District Manager for the Lansing B. Warner, Inc. wishing to make Montana his home, Ken entered MSU. After obtaining his degree he worked with the Supreme Court of Montana until June of 1963, at which time he was employed by the Aeronautics Commission.

The Beyers chose Montana for numerous reason—three good reasons of Ken's being his favorite hobbies, fishing, hunting and photography.

Ken resides at 930 Kessler Street with his wife, Bert and their three children, Susan, Patricia and Holly.

Federal Aviation Agency Exam-O-Gram No. 18 Lost Procedures—Pilotage

It seems that all who fly cross-country are destined to lose their way or become "temporarily misplaced" at one time or another. Therefore, we should give some forethought to procedures and practices that may be used to lead wandering birdmen out of the wilderness. Confining our problems to the typical VFR dilemma, we can start with the general and proceed to more specific rules.

1. GENERAL:

Don't fight the problem — try to solve it. **Stay loose** — don't hit the panic button, thus virtually assuring that all the thinking gears will grind to a halt.

Analyze and evaluate as to: **Fuel** available and consumption rate. In other words, how much longer can you fly insofar as fuel is concerned? **Be conservative** — not hopelessly optimistic.

Weather — is it good, bad, indifferent, improving, or deteriorating?

Equipment — is everything functioning? Do you have lights (cockpit, landing, navigation, etc.) or survival gear of any description?

Terrain — is it open, flat country, mountains, marshes, semi-desert, sparsely or thickly populated?

Daylight — hour remaining (if any). Have you had night or instrument flying?

Once you have a reasoned assessment of the situation, you are better prepared to make vital decisions. One of the first is to decide if help is available, or are you all by your lonesome?

URONUROWN
(with no radio)

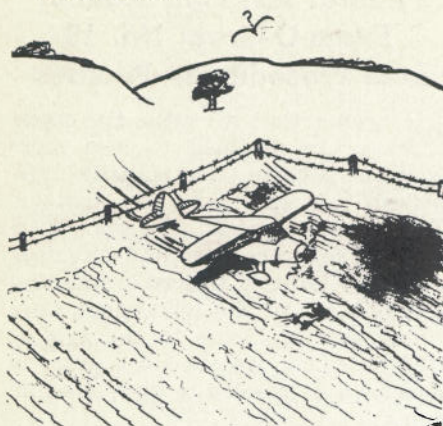
2. SPECIFIC:

Condition One:

- (a) Low on fuel
- (b) Weather deteriorating
- (c) Inadequate experience and darkness imminent
- (d) Engine or equipment malfunctioning

While (d) is not necessarily associated with being lost, the solution which follows would certainly apply if the situation were serious enough.

SOLUTION:



GET IT ON THE GROUND! Most accidents are the product of mistakes which have multiplied over a period of time. Getting lost is no exception. **Don't push your luck.** It may well be that in doing so you have added the final mistake which will add another figure to the statistics on accidents. How much better to be on the ground than in it. If terrain or other conditions make it impossible at the moment, don't waste time, for it is of the essence. Don't search for a field comparable to Idlewild. Anything **usable** will do. Remember, most people on the ground **know** where they are. You know you **do not**. This state of ignorance may well become permanent because the triple "whammy" of getting caught while "dangling, dark, and dreary" will rob you of virtually **all control** of the situation. If there is any alternative whatsoever . . .

NEVER fly until the petrol peters out. There are few things so nerve shattering as the rustle of the wind when an engine has coughed its last.

NEVER fly until the sun slowly sinks in the golden west. It may be a beautiful sight but the goblins will get you if you don't watch out.

NEVER fly until the biggest, meanest goblin of them all, Ole Bad Weather, falls flat on his face. He will do his best to take you with him.

Remember the NEVERS, lest in the blink of an eye, they become FOREVERS.

Condition Two:

- (a) Plenty of fuel
- (b) Plenty of daylight
- (c) Plenty of good weather

SOLUTION:

Establish an "Error Semi-Circle".

1. Straighten up and fly right — straight, that is. Establishing a course by hunch or because you "got a feeling" is for the birds. **Don't wander aimlessly.**
2. Use knowledge of last known position, elapsed time, approximate wind and ground speed, (air-speed is better than nothing), to establish how far you may have traveled since your last check point.
3. Use this distance as a radius and draw a semi-circle ahead of last known position on the chart. For example, you estimate your ground speed at 120 mph. If you have been flying 20 minutes since your last check point, then the no-wind radius of your semi-circle is 40 miles projected along the direction of your estimated track. If you believe your wind is from the right, then you are most probably in the left quadrant of your semi-circle. Of course, unless you were sure about the wind, you could not ignore the right quadrant. The use of a simple computer can materially reduce the effort required in solving problems of speed, time, distance, and fuel consumption.
4. If you have been flying a steady compass heading and keeping a reasonably accurate navigation log, it's not likely you will have too much difficulty. If you've been operating "fat, dumb, and happy" too long, your search is going to be more difficult.
5. In either case, loosen up the eyeballs and start some first-class pilotage. **DON'T OVERLOOK THE POSSIBILITY OF BEING LOST, YET RIGHT ON COURSE OR VERY NEARLY SO.** First, look for something big. Don't concern yourself with the minute or trivial at this point unless nothing better is available. Often there will be linear features such as rivers, mountain ranges, or prominent highways and railroads easy to spot and identify. By turning either to the right or the left, you **CAN'T** miss them. If preferable, you can use them simply as references for orientation purposes. In other words, you

can use them as landfalls or backstops, and thus find them of great value in fixing your approximate position. Once you have utilized such features to the fullest extent possible, or if there are none available, you can use anything that might help — don't pass up a thing. Double check all land marks. Compare and analyze — analyze and compare railroads and highways, topographical features (man-made and natural). Check for available air markers with names on 'em. But don't go down on the deck and stay there. As a general rule, it is both safer and easier at higher altitudes.

Remember this point. Be sure you have up-to-date charts, including those adjacent to the one in use. Everything which appears on the chart will usually be on the ground, but no standard chart is so detailed that everything you can see on the ground can also be found on the chart. **If you either habitually or occasionally fly without suitable pilotage charts, you deserve to incur the full wrath of every goblin that ever hounded airmen. Every VFR flight is involved with pilotage!**

One final word — an ounce of pre-flight planning is worth far more than a pound of in-flight desperation. Sound, adequate preflight work will always pay off. It can prevent getting lost in the first place or at least simplify the task of fixing a position if you are "temporarily misplaced".

It can mean the difference between an enjoyable, satisfying experience and a palm-sweating ordeal.

KNOW AND ABIDE BY YOUR LIMITATIONS AND THOSE OF YOUR EQUIPMENT.

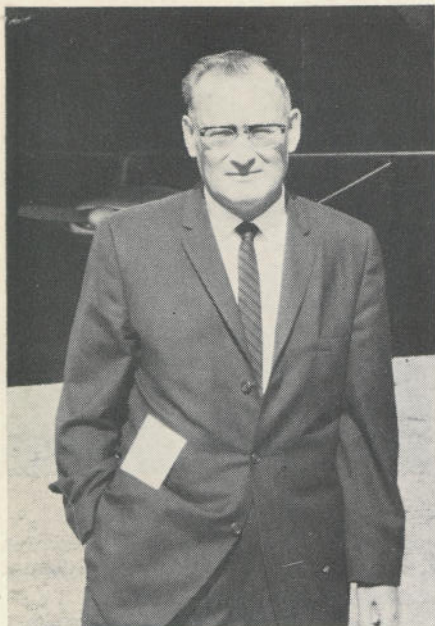
FEDERAL AVIATION AGENCY INSPECTION ITINERARY

Airport	September
Billings (Logan Field)	2-9-16-23-30
Bozeman (Gallatin Field)	19
Glasgow	11
Great Falls (International)	12
Missoula	26

DID YOU KNOW THAT . . .

More than 40,000 aircraft use the U. S. airspace every day—averaging over 1,600 each hour.

Know your Commissioners



Hickman Elected Vice-Chrm.

Gordon Hickman of Harlowton, representing the Municipal League for the Aeronautics Commission was elected Vice-Chairman at the July meeting. Mr. Hickman was appointed to the commission in June, 1961. A graduate of Montana State University, Mr. Hickman, in addition to his private law practice, serves as County Attorney for Wheatland County and City Attorney for Harlowton.

Gordon received his degree in 1940 and had his private law practice in Great Falls until 1941. He was Superintendent of San Jacinto Army Ordnance Depot at Houston, Texas till 1945 at which time he became the Attorney for the Veterans Administration at Fort Harrison, Helena. In 1950, Gordon returned to private law practice at his present location.

Gordon, his wife Jo, and their three daughters, Caryn Rae, Jo (Margo) and Linda reside at 1212 NW View, Harlowton.

Walter Hope Elected Commission Secretary

Walter Hope, representative of the County Commissioner's Association was elected Secretary of the Aeronautics Commission at the July meeting. He has served on the Commission since his appointment by Governor Nutter in June of 1961.

Walter Hope was born, raised and

attended schools in the Big Horn area. Walter is busily engaged in running his large ranch operations south of Hysham, Montana, which includes the original homestead of his parents, Mr. and Mrs. B. W. Hope.

Walter has served as County Commissioner for Treasure County for the past 13 years, serving eight of those years as Chairman.

Walter and his wife, Alice have four children, Carl, age 22; Russell, 21; Beth, 15; and Janice, 8.



WALTER HOPE

Betty Miller's Accomplishment—The Earhart Spirit Carried On

Mrs. Betty Miller, the first woman to fly alone across the Pacific Ocean, was awarded the Decoration for Exceptional Service recently by the Federal Aviation Agency. Her citation, presented by FAA Administrator Najeeb Halaby, reads: "For her historic and courageous flight alone across the Pacific Ocean — Santa Monica, California - Brisbane Australia—April 30 - May 12, 1963. Her 7400 mile journey marked the first time the Pacific was spanned by a woman flying alone. Her valor and skill gave her a special place in the legendary history of American Aviation."

Following the presentation President Kennedy personally congratulated Mrs. Miller, a member of the 99's and a senior flight instructor at a Santa Monica, California flying school.

CONGRATULATIONS!



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

- Lorenz, Richard K., Great Falls—Private
- Winslow, James P., Troy—Student
- Sanders, George R., Troy—Student
- Mannen, Patrick D., Brady—Student
- Gibbons, Carol A., Eureka—Student
- Sandon, Herbert W., Kalispell—Student
- Palmer, Jessie M., Missoula—Student
- Hansen, Kenneth R., Missoula—Student
- Guinan, Donald W., Malta—Student
- Solie, Dean C., Missoula—Student
- Engelhardt, F. C., Butte—Student
- Timm, Glenn L., Polson—Comm.
- Clough, Charles R., Choteau—Student
- Boder, Jack D., Hungry Horse—Student
- Haubrick, Paul W., Glasgow—Private
- Stroh, Walter L., Opheim—Student
- Smith, Philip A., Glasgow—Private
- Pederson, Wallis E., Wolf Point—Private
- Poling, John Simmons, Glasgow—Student
- Crittenden, Gilbert R., Billings—Student
- Schweitzer, Larry L., Bozeman—Commercial
- Jorrick, James E.—Private
- DeGroat, Charles H., Billings—Advanced Ground Instructor
- Johnson, Richard W., Glendive—Student
- Fast, Donald L., Fraser—Student
- Williams, Clayton E., Baker—Student
- Munch, James L., Great Falls—Private
- Foeste, Arthur E., Billings—Private
- Farmer, Joseph T., Billings—Student
- Smith, David C., Missoula—Student
- Cummings, Naomi D., Great Falls—Private
- King, Hugh G., Missoula—AMEL to Private and Helicopter
- Sperling, Wayne L., Butte—Private
- Milligan, James M., Helena—Student
- Johnson, Douglas P., Kalispell—Student
- Hopkins, March E., Helena—Private

Pohlman, Dolphy O., Missoula—Private
 Raney, Allen D., Livingston—Student
 Murray, Garvin L., Great Falls—Student
 Klaue, James D., Vaughn—Comm.
 Armstrong, George H., Great Falls—Student
 Gibbons, Walter J., Eureka—Student
 Foster, Wallace E., Whitefish—Student
 Smith, Billy L., Swan Lake—Private
 Coultas, John W., Conner—Student
 Stensrud, Merlin A., Missoula—Student
 Olson, Floyd E., Missoula—Student
 Biastoch, Kurt A., Butte—Student
 McGillis, Joseph P., Deer Lodge—Student
 Nicholas, Connie S., Dillon—Student
 Yuhas, James K., Helena—Student
 Steele, Volney W., Bozeman—Private
 Owens, Harold R., Bozeman—Private
 Siebold, Gary L., Malmstrom AFB—Flight Instructor
 Laine, Maurice Dee, Jr., Missoula—Student
 McDaniel, Robert L., Great Falls—Private
 Lehfeldt, Bruce R., Missoula—Senior Para. Rigger (2nd type)
 Crowder, David L., Missoula—3rd type added Senior Para. Rigger
 Neal, Patrick O., Havre—Commercial
 Chesterfield, Burton P., Manhattan—Student
 Felstead, Gary W., Great Falls—Student
 Campbell, Claude M., Livingston—Student
 Addison, Verl W., Powell, Wyo—Student
 Judd, Ray H., Red Lodge—Private
 Marx, Jerry L., Miles City—Student
 Silvernale, Stewart F., Powell, Wyo.—Student
 Erickson, George D., Billings—Private
 Lefever, Hollis K., Lewistown—Student
 Houck, Arthur D., Glendive—Private
 LeDuc, Gorvan J., Laurel—Private
 Frazee, Ronald L., Billings—Student
 Hoffman, Emmet G., Rev., Ashland—Student
 Kunda, Dominic A., Laurel—Student
 Davis, Gary L., Billings—Student
 Bassett, Wilmer T., Lovell, Wyo.—Student
 Sonju, Norman M., Shelby—Comm.
 Carden, Edwin L., Hardin—Private
 Turcotte, Raymond, Laurel—Student
 Stock, Eugene F., Billings—Student

Metzler, Wesley J., Powell, Wyo.—Student
 Keller, Robert D., Billings—Private
 Raver, Charles F., Cody, Wyo.—Student
 Sveinson, Gordon I., Billings—Student
 Keller, George E., Billings—Private
 Weaver, Warren Elmer, Winnett—Private
 Swainson, Herbert E., Livingston—Commercial
 Adams, Walter M., Livingston—Private
 Sanders, Peter N., Red Lodge—Student
 Spranger, Paul L., Roundup—Private
 Webber, Larry L., Sidney—Student

Elsie Childs Brings Home Two Canadian Trophies



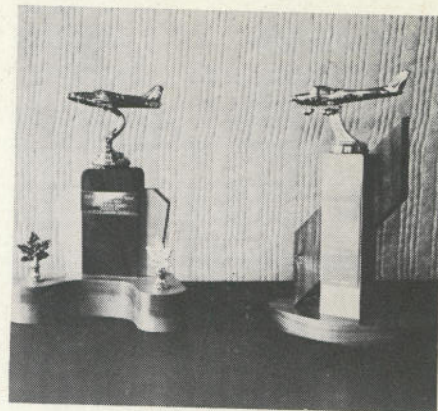
ELSIE CHILDS

Mrs. Elsie F. Childs, aviation clerk for the Helena GADO office, walked away with two trophies on July 6 at the Canadian Owner's and Pilot's Association Stampede Air Race at Calgary.

With over 40 planes entered in the race which measured fuel economy, gross loading of aircraft, ETA and general efficiency, Mrs. Childs won the Ladies Trophy and took second place in Overall Competition with an efficiency rating of 151.6 per cent. The winner of the overall competition was Mr. Joe Sekora of Grande Prairie, Alberta with a 169.2 per cent efficiency.

Accompanied by her husband Glen T. Childs and son Kim, Elsie flew

their Stinson 108-3 on a completed flight plan from Helena direct to Calgary, Alberta with enroute time indication of 2:55.



Elsie's Trophies.

Elsie holds a commercial pilot with an instrument rating and flight instructor's certificate.

"It was just luck" claims Elsie—We say, "It was mighty fine flying." From all of us, "CONGRATULATIONS, ELSIE."

KNOW YOUR AIRCRAFT

1. **PURPOSE.** To call to the attention of all pilots certain potential hazards associated with operation of unfamiliar aircraft and to recommend certain good operating practices.
2. **BACKGROUND.** The complexity of modern aircraft demands a thorough familiarization checkout for pilots who change from one aircraft to another. Previous flying experience is not enough. Full pilot proficiency in any aircraft requires, in addition to normal operating procedures and techniques, a complete understanding of such items as preflight inspection, weights, speeds, operating limitations and emergency procedures.
3. **SUGGESTED GUIDELINES.** The following safe operating practices are strongly recommended when checking out or familiarizing yourself with a strange aircraft:
 - a. Study the aircraft Flight Operations Manual and the Pilot's Operating Handbook. If a Manual or a Handbook is not available (sometimes the case in older aircraft), obtain all pertinent data applicable to the particular aircraft.
 - b. Know the various systems of

the aircraft, i.e., fuel system, lubrication, hydraulic, electrical, control, and brake systems.

- c. Be able to use the approved loading schedule, weight and balance information, and learn the performance characteristics associated with different loading conditions contained in the takeoff, cruise, and landing charts.
- d. Be certain that you are familiar with emergency procedures, range vs. endurance, and altitude vs. horsepower capabilities of your aircraft.
- e. Study the control, instrument and radio layouts so that, upon checklist reference, you can immediately touch the instrument or control with your eyes closed.
- f. Obtain the services of a qualified check pilot and heed his recommendations with regard to your abilities, techniques, and procedures.
- g. Practice stalls and slow-flight in various configurations, gear and flaps up and down, and flaps at various intermediate settings.
- h. Memorize the various significant speeds recommended by the aircraft manufacturer, such as:
 - Best rate-of-climb speed.
 - Best angle-of-climb speed.
 - Stall speed in different configurations.
 - Minimum control speed (multi-engine aircraft).
- i. Be familiar with the density altitude chart and the associated performance characteristics of your aircraft.
- j. Practice landings at various airports during your checkout with partial loads and at full gross weight.

This outline is designed to help you accomplish a safe and effective checkout and transition to an unfamiliar aircraft. Don't gamble with safety . . .

KNOW YOUR AIRCRAFT

THE PAUSE THAT DOES NOT REFRESH

"Everytime I climb into the capsule I say to myself — Just think, Wally, everything that makes this thing go was supplied by the lowest bidder."—Astronaut Walter Schirra.

Earhart Memorial Stamp Presentation in Montana

Twenty-five members of the Montana chapter of the Montana 99's met in Helena to present first day covers of the Amelia Earhart Memorial stamp to Governor Tim Babcock; Montana Aeronautics Director Charles A. Lynch; Aeronautics Advisor Frank Wiley; and Mrs. Elizabeth "Bitty" Herrin for their efforts on the behalf of Montana Aviation. Postmaster Hugh Potter accepted the custody of the stamp which is to be returned to Oklahoma City, headquarters of the 99's, where one first cover stamp from each state capitol will be assembled.

The memorial stamps were flown from Casper, Wyoming to Helena, July 24, by Mrs. Jack Lovelace of Bozeman and her co-pilot Mrs. Archie Nunn of Great Falls. Accompanied by John Lovelace and Mrs. F. L. Sabo of Bozeman the pair picked up the stamps in Casper on July 23.

Arrangements for the reception of the covers in Helena were made by Mary Jo Janey, Helen Dunlop and Elsie Childs.

The fly-away of the Earhart commemorative stamp from Atchison, Kansas, has been described as the most elaborate non-military aerial venture ever attempted. Before the



Mr. Frank Wiley, Commissioner Advisor receiving his cover stamp. (Left to right) Postmaster Potter, Wiley, Mrs. Jack Lovelace and Mrs. Archie Nunn.

journey ended on July 24, women fliers delivered their mail to every state capitol for presentation to the governors and dignitaries of their respective states. Commercial jets delivered the covers overseas to cities that had been tied into the career of Miss Earhart.

This recognition of the birthday of Amelia Earhart (one of the founders

of the 99's in 1929 and their first president), brings to mind the many aviation firsts and accomplishments that were hers. Examples of only a few are: In 1928 Miss Earhart was the first woman to fly across the Atlantic—four years later she made a solo Atlantic crossing—in the years to follow she made a number of long-distance solo flights across the United States, including a nonstop flight from Mexico City to Newark, N. J. in 1935, becoming the first person to fly this course nonstop from South to North and the only woman to fly it either way. Amelia Earhart Putnam and Navigator, Fred Noonan, disappeared on a round-the-world flight in 1937.



NEW AUDIOVISUAL PROGRAM AVAILABLE

The Montana Aeronautics Commission has purchased an excellent audiovisual program produced by the Flying Physicians Association, Inc., which will be an asset to any group interested in promoting aviation safety.

One portion, taking 25 minutes, is an attempt to give pilots an understanding as to the series of events which occur to a pilot caught in weather when he lacks sufficient instrument training combined with inadvertent cloud entry.

The second portion, also 25 minutes in length, covers aviation medicine knowledge which every general aviation pilot should have. (Hypoxia, etc.)

This program is very well produced, easily understood, cleverly depicted and covers information not only of interest to pilots but to everyone connected with aviation.

CRABBING—Beefing about the cost of tie-down.

DOPE—Pilot making down-wind takeoff.

V.F.R.—Instrument weather conditions as observed by pilot with no instrument rating.

ZEBRA—Phonetic word for the letter "Z" used by pilots who are then smugly corrected by control tower operators who reply, "Roger, ZULU."

Schaffer Meadow Fly-In

Following are excerpts of a letter from J. L. Johnson, Secretary of the Cut Bank Hangar describing a real successful Fly-In.

Twenty-three Cut Bank pilots and wives in eight planes arrived at Schaefer's Meadow, Saturday, July 20 for an overnight Fly-In and no-host steak fry. Six plane loads came from the Kalispell Hangar and one from Glasgow to join the festivities . . . After the refreshments were gone all 55 people gathered around the bonfire on the runway approach for an "informal" meeting and song fest. This provided us an opportunity to know our neighboring pilots better and made us a real mutual admiration society.

The weather was the best anyone could order and provided a grand weekend for everyone in a surrounding of peace and quiet . . .

We are looking forward to seeing the film record of the weekend—some cold winter night when we gather together to recall summer's activities.

AIRPORT NOTES

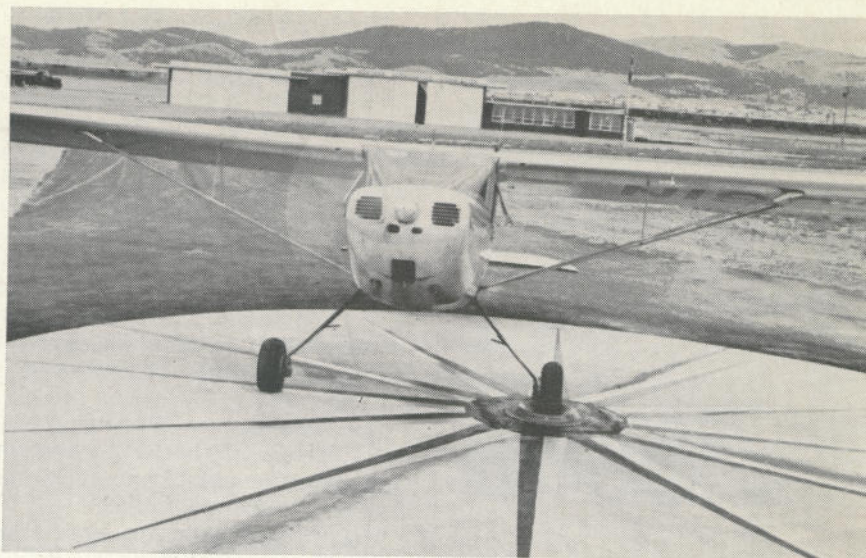


COMPASS COMPENSATOR READY FOR USE

The compass compensator, installed through the cooperation of the Helena Joint City-County Airport board, the Montana Aeronautics Commission and the Army National Guard is now completed and ready, free of charge, for any pilot wishing to swing his compass.

The Wakefield Compass Compensator Turntable and Mounting Base was secured by the Montana Aeronautics Commission from Wakefield Engineering Company in Spokane, Washington. The Compass Compensator was turned over to the Helena City-County Airport Board for installation.

The compensator is located direct-



Cessna 120 pilot gets into position to "swing" his compass

ly across the east-west taxi way from the office of the Aeronautics Commission Building.



Assistant MAC Director, Monger and engineers Granger and Moody giving an installation check to the Compensator.

AIRPORT DISASTER CONTROL PLANNING

The Airports Division of the FAA Central Region Headquarters at Kansas City, Missouri, has initiated a program that should help Airport Managers meet their responsibility in planning for the survival and recovery of their airports in case of a nuclear attack on this country.

Three separate "Airport Disaster Control Plan" guides have been written to fit airports of three general categories based on size and complexity of airport operations. One

plane is tailored to meet the needs of the so-called Air Carrier Large Hubs, the largest municipal airport complexes.

The second is less detailed and will satisfy the requirements for Air Carrier Medium and Small Hub Airports. The third and most simplified plan is for air carrier non-hub and general aviation airports.

The Airport District Office personnel in conjunction with Regional Office Representatives plan to visit personally with Airport Managers, or in the case of large airports with their designated Airport Disaster Control Officer, to show them how to complete one of these plans. Most of the work of writing the plan has been done by the FAA, but there are some blanks remaining to be filled in by Airport Management in order to adapt the plan to the personnel and physical layout of each particular airport.

Every airport disaster control plan will, in this sense, be individual and different from other airport plans, yet there will be a recognizable uniformity in their coverage of the basic elements required in disaster planning. Most airports already have fire and crash standby emergency procedures which will be incorporated into this new over-all plan. The complete Airport Disaster Control Plan, because it is designed primarily to meet the greatest conceivable disaster, nuclear warfare, will assure protection against all lesser disasters such as crashes, floods, fires, tornadoes, etc.

New Guides Issued by FAA

The following guides, recently issued by the Federal Aviation Agency, may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.

Private Pilot Flight Training Guide—A pocket sized, 126 page guide divided into 30 separate lessons each unit representing a training necessary for a private pilot certificate. Each lesson is completed only when each item is mastered and signed off by the instructor. This guide is set up so that the student can use it for a log book showing what training has been successfully completed, giving useful information to both instructor and student. Price is \$1.00;

Guide to Drug Hazards in Aviation Medicine—A guide containing a comprehensive list of all commonly used prescription and non-prescription drugs with side effects which might make it unsafe to fly and lists the time a pilot should wait before resuming flight activity after taking certain drugs. Price is 55¢.

AVAILABLE PUBLICATIONS & AIDS

**MONTANA AERONAUTICAL
CHART**—\$1.00 Retail Price

**MONTANA AIRPORT
DIRECTORIES**—\$2.00 Retail Price

CLOUD CHARTS
(for give-away distribution)
FREE

**GENERAL AVIATION
OPERATORS**

DENSITY ALTITUDE CHARTS
FREE

FLIGHT PLAN POSTERS
FREE

DO you have an alternate plan of action if adverse weather is encountered.

DO reduce airspeed in turbulence.

DON'T operate your aircraft or your skills at continuous maximum performance.

AIRPORTS

Present surveys show that scheduled airlines operate from about six hundred airports of the six thousand in this country that are used by general aviation type aircraft. One half of all general aviation twin engine aircraft and three-fourths of all single engine types are located in communities with populations of less than seventy-five thousand people.

In 1962 the Federal Aviation Authority developed a new airport plan in which the emphasis was placed on the improving and development of general aviation airports. If this program is carried out with any degree of enthusiasm, the impact will be tremendous. For example, in 1957 a town with a population of 6200 in the Oklahoma Panhandle built an all weather landing strip. At the time there were three or four aviation enthusiasts in the town. Today there are twenty-four aircraft based at this strip. One Kansas town with a population of 860 people which has an all weather landing strip now has over thirty aircraft based there.

BE SURE TO READ . . .

The article "For Montana's Flying Farmers, the Airplane is Just Another Farm Machine" by Ray Ozmon in the August 15th issue of Montana Farmer Stockman.

This is a well written, informative story with detailed information and quotes supplied by MAC former employee, Dick Munroe, describing and illustrating the many various functions the airplane has on the modern-day ranch and farm.

Numerous familiar Montana personalities are featured in the article including Herb Sammons, Sam Langhus, Ermal Hansen and Earl Keister.

DID YOU KNOW THAT . . .

Cleanliness is more than Godliness to airlines; it's real thriftiness. Dirt on exterior surfaces of jet airliners can cost an extra 1½ pounds of fuel per nautical mile. On a flight from New York to Rome, for example, such grime could increase fuel consumption by almost 1,000 gallons.

CONTACT—Friend who can get you aircraft parts at wholesale.

Digging for facts is much better exercise than jumping to conclusions.

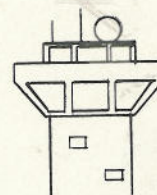
FLYING FARMERS & RANCHERS CONVENTION

The Flying Farmers and Ranchers will hold their convention October 4th, 5th, and 6th in Bozeman. Registration will be held on October 4th at Gallatin Flying Service's building and coffee and refreshments will be served on arrival. Transportation will be furnished from the airport to Bozeman.

Plans are being made for a tour of the college: including the Research Lab, Electronics and Veterinary buildings on Friday afternoon and before noon on Saturday. Dinner Friday evening will be at the Valley View Country Club with a social hour and entertainment preceeding dinner.

Saturday afternoon will be the business meeting and election of officers will be held. Saturday night there will be a social hour with a banquet and dance.

All pilots are invited—please contact Leonard Sorenson, Route 2, Bozeman, Montana by noon on Saturday if planning to attend Saturday evening's festivities.



TOWER

OPERATIONS

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS

	JULY, 1963	
	Total Operation	Instrument Operation
Billings	9204	453
Great Falls	7282	784
Missoula	5128	174
Helena	3349	12

Friend: Hi, Pete, haven't seen you for six years. Who're you working for now?

Pete: Same people—wife and six kids.

THAT'S ONE REASON

Small daughter: Daddy, don't drive so fast.

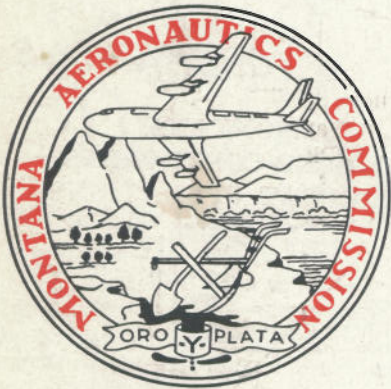
Why not?

Because the policeman on the motorcycle can't get by.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development**, and **advancement of aviation**; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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